

Please amend the following claims:

1. (Currently Amended) For use with a land vehicle, an air dam comprising ~~one or more~~ ~~a plurality of~~ flexible deflector cells disposed adjacent to one another on an air dam frame that is mounted to an underside of the land vehicle, wherein the cells project from the underside of the vehicle into a space between the underside of the vehicle and the ground.
2. (Currently Amended) The air dam of claim 1 wherein each deflector cell can assume a stowed position and a deployed position; wherein when the cells are in the deployed position they project from the underside of the vehicle to form the air deflecting air dam, forming a barrier covering a substantial portion of the ground clearance between the land vehicle and the ground.
3. (Original) The air dam of claim 2 comprising an actuator that selectively actuates the plurality of ~~one or more~~ deflector cells between the stowed position and deployed position.
4. (Currently Amended) The air dam of claim [[3]]1 wherein each deflector cell is generally cylindrically shaped, includes a flexible and generally cylindrical inflatable bladder that assumes the deployed position when inflated and wherein the actuator is a pneumatic system including a pressurized air supply and one or more air passageways that route air to the inflatable bladder to inflate the bladder to the deployed position.
5. (Cancelled) without prejudice or disclaimer.
6. (Currently Amended) The air dam of claim [[3]]4 wherein each of said generally cylindrically shaped deflector cells include an internal bladder, the actuator moves the deflector cells to the deployed position based on vehicle speed.

7. (Currently Amended) The air dam of claim 4 wherein each of said generally cylindrically shaped deflector cells is made from impact resistant elastomeric material, comprising an outer impact resistant sleeve that surrounds the inflatable bladder of one or more of the deflector cells.

8. (Currently Amended) The air dam of claim 1 wherein the mounting air dam frame includes nipples onto which the plurality of flexible deflector cells are press fit.

9. (Currently Amended) The air dam of claim [[4]]7 wherein said impact resistant elastomeric material is silicon rubber, the one or more air passages are internal to the mounting frame and are in communication with an air source and at least one mounting frame nipple.

10. (Currently Amended) The air dam of claim 9 wherein the durometer of the silicon rubber is substantially equal to 60, the mounting frame includes a plurality of air passages such that each air passage is in communication with a set of nipples.

11. (Currently Amended) The air dam of claim [[10]]8 wherein the set of nipples includes nipples that are adjacent to one another.

12. (Currently Amended) The air dam of claim 8 wherein an outer periphery of each nipple includes one or more barbs for engaging an inner surface of the inflatable bladder flexible deflector cells.

13. (Currently Amended) The air dam of claim 1 comprising one or more mounting air dam frames, each supporting a bank of at least one of said plurality of flexible deflector cells.

14. (Currently Amended) The air dam of claim 13 wherein [[the]] at least one of the one or more air dam frames mounting frame extends laterally across a front of the vehicle.

15. (Currently Amended) The air dam of claim 13 wherein [[the]] at least one of the one or more air dam frames mounting frame is disposed on a bottom surface of the vehicle and has a generally ogival shape having a sharpness in the approximate range of 0.5-3.5 that originates at a front portion of the vehicle and radiates toward a rear portion of the vehicle such that the deflector cells route wind that encounters the vehicle between front and rear wheels of the vehicle.

16. (Currently Amended) The air dam of claim 13 wherein [[the]] at least one of the one or more air dam frames mounting frame is disposed on a bottom surface of a trailer carried by the vehicle and wherein the air dam has a generally ogival shape having a sharpness in the approximate range of 0.5-3.5 that originates at a middle portion of the trailer and radiates toward a rear portion of the trailer such that the deflector cells route wind that encounters the wheels and wheel assemblies of the trailer trailer between front and rear wheels of the trailer.

17. (Currently Amended) The air dam of claim 13 wherein [[the]] at least one of the one or more air dam frames mounting frame is disposed on a bottom surface of a trailer carried by the vehicle and wherein the air dam has a generally ogival shape having a sharpness in the approximate range of 0.5-3.5 that originates at a rear portion of the trailer and radiates toward a front portion of the trailer such that the deflector cells route wind that encounters the trailer aft of the rear wheels of the trailer.

18. (Cancelled) without prejudice or disclaimer.

19. (Currently Amended) The air dam of claim [[18]]8 wherein the plurality of flexible deflector cells are flexible bladder is sealingly connected to a respective [[a]] nipple of said nipples on the air dam frame with a circular clamp, such that the bladder retains air present in the bladder at installation during impact.

19. (Cancelled) without prejudice or disclaimer.

20. (Cancelled) without prejudice or disclaimer.

[[21]]22. (Currently Amended) A method for deflecting air encountered by a land vehicle having a frame suspended above the ground by a plurality of wheels, the method comprising suspending a bank of adjacent flexible air dam cells between the vehicle frame and the ground.

[[22]]23. (Currently Amended) The method of claim [[21]]22 wherein the flexible air dam cells comprise a plurality generally cylindrical impact resistant elastomeric cells. inflatable bladders and wherein the method further comprises the step of pressurizing air dam cells.

[[23]]24. (Currently Amended) The method of claim [[22]]23 wherein said impact resistant elastomeric cells are made from a silicon rubber having a durometer substantially equal to 60. the air dam cells are selectively pressurized by an air source when one or more air dam activation conditions occur.

[[24]]25. (Currently Amended) The method of claim [[23]]22 wherein the step of suspending a bank of adjacent flexible air dam cells between the vehicle frame and ground further comprises mounting the air dam cells on a bottom surface of a trailer carried by the vehicle and wherein the air dam has a generally ogival shape having a sharpness in the approximate range of 0.5-3.5 that originates at a middle portion of the trailer and radiates toward a rear portion of the trailer such that the deflector cells route wind that encounters the wheels and wheel assemblies of the trailer. when the one or more air dam activation conditions includes the occurrence of a vehicle speed over a threshold speed.

26. (New) A system for reducing aerodynamic drag of a motorized or non-motorized wheeled vehicle, the system comprising:

a mounting fixture being supported to an underside of a vehicle frame, the mounting fixture having a plurality of nipples projecting from the mounting fixture toward the ground; and

an arcuately-shaped resiliently deflectable air barrier assembly comprising a plurality of independently flexible cells that extend from the underside of the wheeled vehicle to cover a substantial portion of the ground clearance between the underside of the wheeled vehicle and the

ground, each of the plurality of flexible cells being independently secured to a respective nipple of said plurality of nipples projecting from the mounting fixture.

27. (New) The system of claim 26 wherein each of the flexible cells comprise an impact resistant elastomeric cylinder having first and second ends said first end having an opening for receiving and attaching to said respective nipple and said second end extending from said first end to the ground.

28. (New) The system of claim 26 wherein the mounting fixture is disposed on a bottom surface of a trailer carried by the vehicle and wherein the air barrier has a generally ogival shape having a sharpness in the approximate range of 0.5-3.5 that originates at a middle portion of the trailer and radiates toward a rear portion of the trailer such that the deflector cells route wind that encounters the wheels and wheel assemblies of the trailer.